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of pre-Christian religions to show that "in all races and ages there were revelations of God to individuals, and in the constitution of mind and the world, so that truths were uttered and principles taught and lived upon similar to those of Christ." In an earlier book Mr. Brace described "The Dangerous Classes of New York," speaking, from twenty years of experience, as an authority on efforts in charity, reform and education.

The qualities which especially fitted Mr. Brace for his work were sympathy and capacity for friendship. His nature was open, receptive. Before he began his life-work, in a letter to a friend he wrote: "I hold myself more fit for friendship than ever before, even with the unworthy." It was this fitness for friendship that knit him close to those with whom he came in contact in whatever land, or of whatever creed.

GEORGE H. HAYNES.

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*The Theory of Transportation.* By CHARLES H. COOLEY, Ph. D.  
Publications of the American Economic Association, Vol. IX, No. 3,  
May, 1894. Pp. 148. Price, 75 cents. New York: Macmillan & Co.

The influence of the present tendency to regard all economic questions as parts of one consistent whole to which the term "sociology" is applied, is evident in Dr. Cooley's monograph on "The Theory of Transportation." In economic thought men have turned away from the individual toward society, and investigators having found in society unity of organization to a larger degree than they anticipated are fascinated with the idea of studying all economic phenomena in their social setting. Dr. Cooley says that his essay "is an attempt to put two things together: to write a theory of transportation from a sociological standpoint." This he regards as the chief merit which his work possesses. It may seem strange that one who is thoroughly in accord with Dr. Cooley at every point in his discussion and one who regards the work of especial value, should not consider the sociological character of the monograph as its chief merit. To my mind the book is valuable because it is a truly economic discussion of transportation. To have approached this economic discussion from the standpoint of the sociologist has resulted in many interesting forms of expression and presentation, but has not changed the essential character of the book from that which would have been given it by the economist whose point of view is not distinctly sociological.

Dr. Cooley's monograph is divided in thought, though not in form, into three parts. In the first four chapters the author discusses the

manner in which transportation is conditioned by natural or physical conditions ; in the succeeding four chapters and also in the fourteenth, the work deals with the relation of transportation to social institutions, to the military and political organization. Chapters IX to XIII, inclusive, deal with the relation of transportation to the economic organization of society. The second of these three parts is distinctly sociological ; these chapters are essentially social history. This, as well as the first part of the monograph, is interestingly written, and brings the discussion of transportation into a field new to English writers, but not into one where much is to be found that throws light upon present problems.

The most valuable part of the work is contained in the third division : the discussion of transportation and economic organization. A portion of this discussion is devoted to a suggestive chapter on the location of towns and cities, in which the author outlines a subject to which, it is to be hoped, he will give a more elaborate treatment in the future. It is in Chapter XII on the general theory of rates that students of transportation will find the most important part of the monograph. In this chapter four principles which underlie the theory of rates are advanced. These are : that rates should secure justice among persons ; that they should bring about the utilization of special facilities arising from immovable natural agents ; that rates should favor a diffusion rather than a concentration of manufacturing and commercial industries ; and that they should give the greatest possible freedom to the action of economic forces. These four principles are briefly discussed and declared to constitute the basis of an adequate general theory of rates.

In the closing chapter of the monograph the author reverts to the political relations of transportation, and takes the conservative and thoroughly tenable position that competition between railroads for the traffic of cities is " inconsistent with the just or efficient performance of the function of transportation, and should cease to exist." The railroad industry is held to be " essentially organic, and in it the system of unity must and should prevail ; its introduction should not only be permitted but encouraged and enforced." The author thus believes in railway combination and railway organization in order to bring about unity of management. He, however, believes " that efficient railway organization must be associated with public control." He believes in private railways for the United States, subject to efficient public control. He rightly claims that it is a mistake to imagine that public ownership of the railways would do away with the railway evils. He says " there would still remain the most complex question of all, the adjustment of rates among different places and different commodities."

As Dr. Cooley maintains, it is the formulation of a comprehensive theory of rates, and not the question of public or private ownership that lies at the basis of the transportation problem.

The book is thoroughly suggestive. The author attempts only to state and analyze the problems of transportation, and not to solve them. His conclusions are conservative, and for that reason of real value. The absence of all pretence of stating a panacea for railway troubles, gives the work genuine scientific merit. This first earnest attempt of an American economist to discuss transportation from an economic standpoint gives promise that our transportation literature will be of greater value in the future than it has been in the past. The subject of transportation has been studied too much as a technical, and too seldom as an economic problem. This monograph is cast in the right mould.

EMORY R. JOHNSON.

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*Three Months in a Workshop: a Practical Study.* By PAUL GÖHRE, General Secretary of the Evangelical Social Congress. Translated from the German, by A. B. CARR, with a prefatory note by Professor Richard T. Ely. Pp. 219. Price, 2s. 6d. London: Swan, Sonnenschein & Co., 1895.

It is said that an ounce of fact is worth a ton of theory, and Pastor Göhre's practical study of factory life in Germany will convince many readers that the saying is something more than a platitude. The genesis of this unique little work is noteworthy. During his student years as a theologian Herr Göhre found himself drawn powerfully toward the study of social questions. Dissatisfied, however, with a purely theoretical consideration of them, and conceiving this to be at best superficial and illusory, he determined before completing his theological course to cultivate close acquaintance with industrial conditions by living the life, and doing the work of a factory operative in his native Saxony. Of the three months devoted to this unusual life, doubtless the three most fertile in useful knowledge of social problems which he has ever spent, this book is an intelligent and instructive record. Here the German workman is pictured as he "*lebt und webt*," as the national saying runs. He stands before us, with all his excellencies, with all his defects; at his work, at his play, in his home, in his club, at the ball, at the drinking board. It is deeply interesting to follow Pastor Göhre as he discovers for us the mental and moral constitution of those who were his colleagues in the workshop. He appears to have met men of every grade and shade of character—men of strong intelligence and unswerving rectitude, and men who did but little honor to their order.